

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the Peak, near the Tram Terminus, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager.

J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

TERMS MODERATE.

Hongkong, 24th May, 1902.

Apply to F. A. SILVA, Manager.

[1339c]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA)
MACAO.

THE most select Hotel in the Far East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

[57d]

Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The consumers is drawn to the fact that the Under-mentioned, being Sole Agents for

DR. AUER VON WELSBACH CO.,
VIENNA.THE INVENTORS OF INCANDESCENT
GAS LIGHT.ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.Collisions and Damages Surveyed for Insurance Companies, Ships' designs and Specifications Prepared.
Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901.

[1214c]

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesaleby THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1902.

[21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,
Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901.

[1256c]

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ST. JOSEPH'S COLLEGE,
HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses, we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

CHEONG SHING.

No. 39, Queen's Road Central,
(Opposite to Messrs. GAUFF & Co.)Jewellery and Silks, Pearls and Jadestone
Ware, Ivory Ware and Curios, Chinese
Goods of all kinds.And also General Exporters.
An inspection is respectfully solicited.
Good quality and good workmanship
guaranteed.Prices lower than other shops in the same
line of business.

[303d]

TAI LOONG.

1 and 3, Lyndhurst Terrace.

FOR Fancy Muslins and Piques, Flowered
Delaine, Ladies' and Children's Shoes,
New Chiffon Hats.

Hongkong, 1st May, 1902.

[102d]

Notices of Firms.

BROWN, JONES & CO.,
UNDERTAKERS AND MONUMENTAL MASONS.

DURING my ABSENCE from the Colony, and until further Notice, Mr. H. W. S. EDMUNDS will Manage the Business of BROWN, JONES & CO. and SIGN the Firm name.

WM. E. VAN EPS,
Proprietor,
Hongkong, 1st September, 1902. [918d]

NOTICE.

HONGKONG PLANTATION COMPANY,
AND
BROWN, JONES & CO.WHILE managing the business of BROWN, JONES & CO., as above, I am, at the same time, continuing to act as GENERAL MANAGER of the HONGKONG PLANTATION CO.
H. W. S. EDMUNDS.
Hongkong, 1st September, 1902. [919d]

NOTICE.

WE have this Day authorised Mr. L. M. H. BOISSEREE to SIGN our Firm at Hongkong and Canton per PROCURATION.
LUTGENS, EINSTAMANN & CO.
Hongkong, 1st September, 1902. [919d]

THE VICTORIA DISPENSARY.

NOTICE is hereby given that Mr. EDWARD LANGLEY has CEASED to be connected with our Business.

Mr. SOUTHERN KENT has been APPOINTED OUR REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS and all Orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY,
J. R. CAPELL,
Manager.
Hongkong, 4th August, 1902. [816d]

Intimations.

HONGKONG JOCKEY CLUB.

PROGRAMME FOR THE
1902 MEETING.

FIRST DAY.

1. Wong Nei Cheong Stakes, Five Furlongs, Hongkong Waters.
2. Valley Stakes, 1 Mile, China Griffins.
3. Maiden Stakes, 1 Mile, Water Griffins.
4. Victoria Stakes, One Mile, China Ponies.
5. Foochow Cup, 2-mile post once round and in, Open Waters.
6. Derby, One and a half Miles, Water Griffins.
7. Lusitano Cup, One Mile, China Griffins.
8. Club Cup, One and a half Miles, China Ponies.
9. Encouragement Stakes, One Mile, Water Griffins.
10. Chinese Club Cup, Once round, China Griffins.

SECOND DAY.

1. Flyaway Stakes, Seven Furlongs, Water Griffins.
2. Exchange Plate, 1 Mile, China Ponies.
3. Professional Cup, One and a half Miles, Open Waters.
4. German Cup, One Mile and a quarter, China Griffins.
5. Garrison Cup, One Mile, Water Griffins.
6. Jockey Cup, One Mile, China Griffins.
7. Great Southern Stakes, 2-mile post once round and in, China Ponies.
8. Navy Cup, One and a quarter Mile, Hongkong Waters.
9. Hongkong Stakes, One Mile and a half, China Griffins.
10. Tai Yeuk Fong Cup, Once round, China Ponies.

THIRD DAY.

1. Spring Stakes, 2-mile post once round and in, China Griffins.
2. Grand Stand Stakes, One Mile and a quarter, Water Griffins.
3. Challenge Cup, One Mile and three quarters, China Ponies.
4. Ladies' Purse, One Mile, Hongkong Waters.
5. Blake Challenge Cup, One Mile, China Griffins.
6. The Parsee Cup, One Mile, China Ponies.
7. Phaeton Stakes, 1 Mile, Water Griffins.
8. Champions, One Mile and a quarter, China Ponies.
9. Water Champions, One Mile and a quarter, Open Waters.
10. Nil Desperandum Stakes, 1 Mile, China Griffins.

WEIGHT per inches as per Hongkong Jockey Club Standard. Subject to penalties for winners and allowances for Non-Winners and Griffins as may be determined by the Stewards hereafter.

"HONGKONG WATERS" means all Waters imported into Hongkong in any year as "Subscription" or "Derby Griffins."

"WATER GRIFINS" means all Waters imported into Hongkong in 1902 as "Subscription Griffins."

"OPEN WATERS" means all Waters imported into Hongkong in any year as "Subscription" or "Derby Griffins." Waters not exceeding 15 hands 1 inch first race in Shanghai as "Subscription Griffins" and all Waters imported into Hongkong before 1st August, 1902, not exceeding 15 hands 1 inch in height.

"CHINA GRIFINS" means all China Ponies imported into Hongkong in 1902 as "Subscription Griffins."

"CHINA PONIES" means all China Ponies not exceeding 14 hands 3 inches in height.

By Order of the Stewards,
A. S. ANTON,
Acting Clerk of the Course.

Hongkong, 23rd August, 1902. [886d]

HONGKONG JOCKEY CLUB.

MEMBERS who are desirous of subscribing for China Ponies for forthcoming Meeting and who have not already sent their Names in, will please communicate with the Undersigned.

A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 23rd August, 1902. [886d]

CHEESE! CHEESE! CHEESE!

JUST LANDED BY S.S. "PRINCESS IRENE."

EMMENTHAL, SWISS, LIMBURG, KROUTER, BRIE, ROQUEFORT, NEUCHÂTEL and CAMEMBERT.

Also
Finest GERMAN SAUSAGES of Various Kinds, Best Assorted GERMAN PICKLES, First-class Assorted Fish "ABERDEEN."H. RUTTENJEE,
Telephone No. 190,
No. 5, D'Aguilar Street,
Nos. 39 and 40, Elgin Road, Kowloon.
Hongkong, 27th August, 1902. [807d]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex S.S. China.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Goods not cleared by the 4th September at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 29th August, 1902. [14]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENHARRY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th September will be subject to rent.

No Fire Insurance will be effected.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 29th August, 1902. [904d]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"PERU"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 30th August, 1902. [11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"NANKIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From Persian Gulf, ex S.S. Kilma, Java and Elnora.

Goods not cleared by the 7th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1902. [14]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE."

Captain T. Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 1st September, 1902. [915d]

To be Let.

-TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS at BLUE BUILDINGS.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

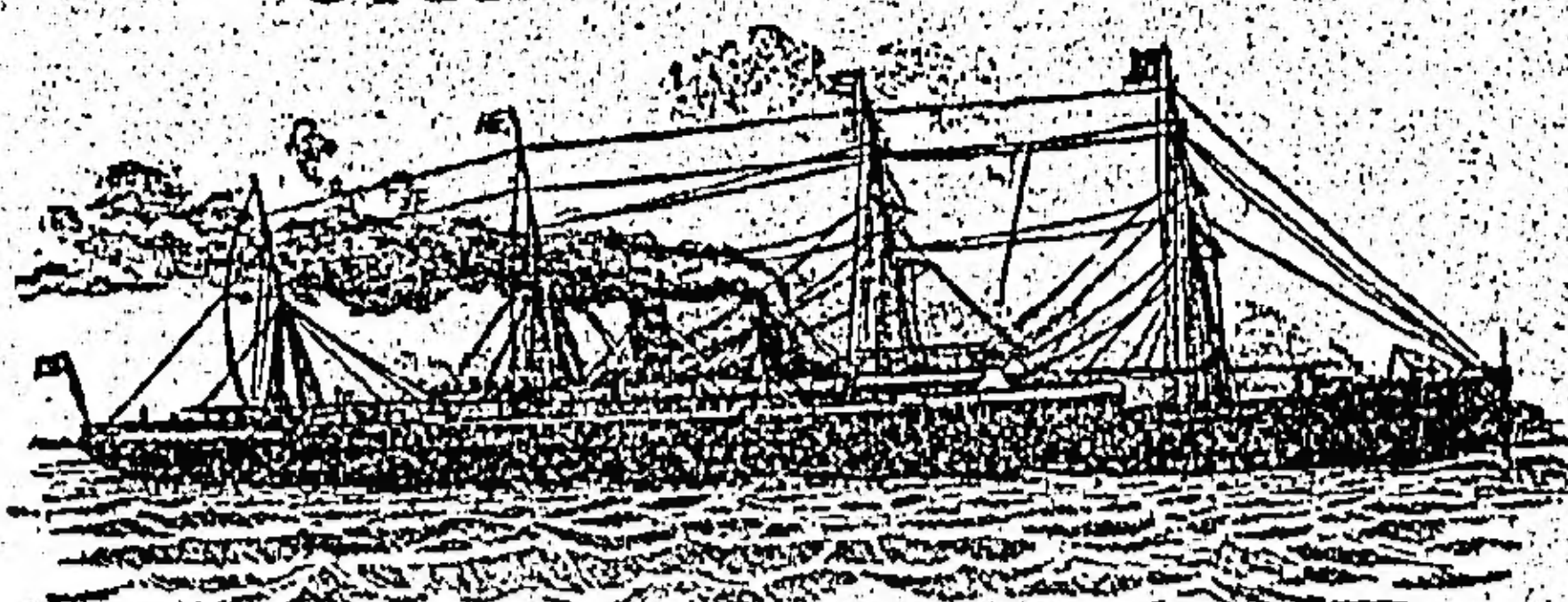
No. 11, MACDONNELL ROAD.
"THE RETREAT" - MT. KELLET.
GODOWNS at BOWINGTON, (PRAYA EAST).

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th August, 1902. [109d]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU" TUESDAY, 9th September, at Noon.
 "COPILO" TUESDAY, 16th September, at Noon.
 "AMERICA MARU" WEDNESDAY, 24th Sept., at Noon.
 "CITY OF PEKING" WEDNESDAY, 1st October, at Noon.
 "GAELIC" FRIDAY, 10th October, at Noon.
 "HONGKONG MARU" SATURDAY, 18th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 9th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities in the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

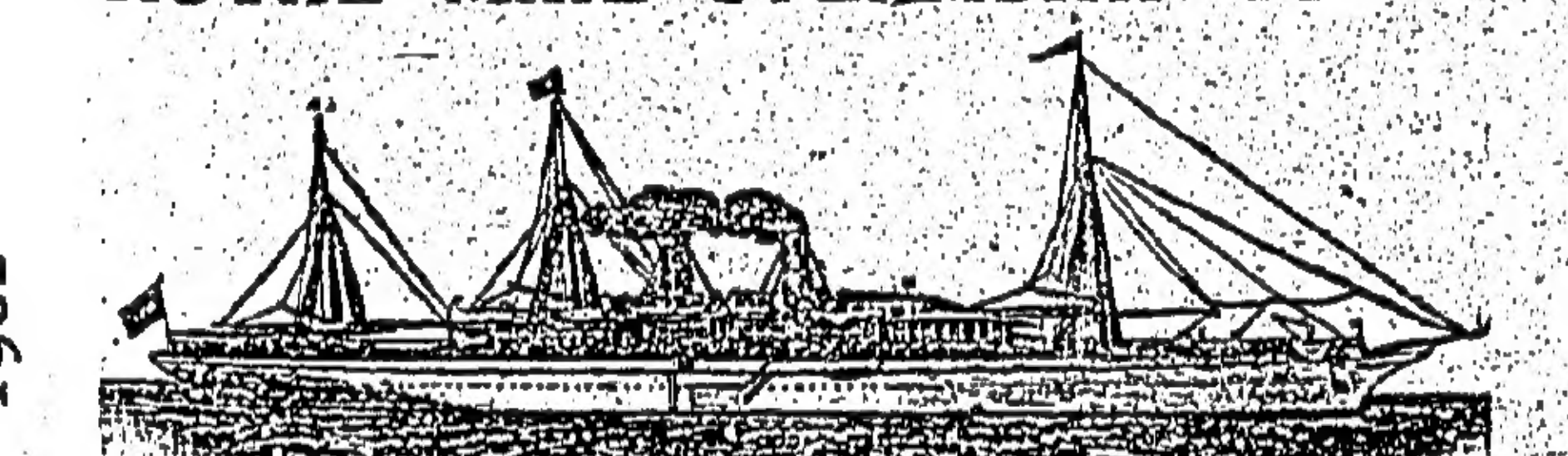
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 30th August, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
 "EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
 "ATHENIAN" Comdr. H. Mowatt WEDNESDAY, 8th Oct.
 "EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.
 "EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 26th August, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
KONIGSBERG	HAVRE and HAMBURG	12th Sept.	Freight and Passengers
MAYER	(Calling at SINGAPORE and PENANG)		
BAMBERG	HAVRE and HAMBURG	24th Sept.	Freight
Kirchoer	(Calling at SINGAPORE and COLOMBO)		
Freiburg	HAVRE and HAMBURG	8th Oct.	Freight
Prüsch	(Calling at SINGAPORE and PENANG)		
SILVIA	HAVRE and HAMBURG	22nd Oct.	Freight
Behrens	(Calling at SINGAPORE and COLOMBO)		
SAXONIA	HAVRE and HAMBURG	6th Nov.	Freight
Jager	(Calling at SINGAPORE and PENANG)		
SERBIA	HAVRE and HAMBURG	19th Nov.	Freight
Brehmer	(Calling at SINGAPORE and COLOMBO)		

SHAUKIWAN BRUTAL ASSAULT.

VICTIM EXPIRES AT THE HOSPITAL.

We are informed by Inspector Robertson that the coolie employed at the Taikeo Sagar Works, who was brutally assaulted by his three fellows on Sunday, died at the Government Civil Hospital last night. The cause of death was due to a wound on his chest. Although he was admitted to the Hospital in a very precarious condition, he identified his three assailants who were brought before him. The outcome of the quarrel was on account of an umbrella which, it was alleged, a month ago was either lost or stolen.

CAMPBELL, MOORE AND COMPANY, LIMITED.

The Report of the Board of Directors in the sixteenth ordinary meeting of shareholders to be held at the company's office, No. 29, Queen's Road Central, on Tuesday, the 9th inst., is as follows:

Gentlemen, The Directors have the pleasure to lay before you the Accounts for the twelve months ending 31st December, 1901, showing a credit balance of \$7,998.66 which, with your approval, your Directors propose to deal with as follows:

To pay a Dividend of 25 % \$3,000.00

pay a Bonus of 25 % 3,000.00

pay Directors' Fees 490.00

writes off Fixtures and Furniture 305.65

place to Reserve Fund account 1,000.00

carry forward to next year's account 293.01

\$7,998.66

The business continues steady and there is every prospect that it will continue so. The

Fixtures and Furniture accounts having been written down to \$305.65 which is very much below its value, the Reserve Fund now stands at \$8,500. Your Directors are confident that they will be in a position to recommend a good dividend for the current year.

Mr. V. P. Musodi Peralta was invited to join and accepted a seat on the Board, which now requires confirmation.

The Accounts have been audited by Mr. A. O'D. Gourdin, who offers his certificate of election.

A. F. KECHELL ARCUILL, Chairman.

Hongkong 31st August, 1902.

STATEMENT OF ACCOUNTS.

Assets.

To Stocks—

Value of Stock on hand \$ 4,754.38

Accounts Receivable—

Due from Customers 4,851.14

Cash—

Amount on hand 831.18

Chartered Bank—

In Current account 10,801.37

Fixtures and Furniture—

As per last Account 317.15

Since added 342.65

Less Sale of Chair 37.00

Written off 1,291.15

Loan Account—

To Barber 75.00

\$22,109.72

Liabilities.

By Capital—

1,200 shares paid up @ \$10 each \$12,000.00

Accounts Payable—

Due to Sundy Creditors 551.26

Reserve Fund—

As passed at last Meeting 1,500.00

Unclaimed Dividends 59.80

Balance 7,998.66

\$22,109.72

WORKING ACCOUNT.

To Charges—

Wages \$ 1,748.12

Reserve Fund—

As passed at last Meeting 1,500.00

Fixtures and Furniture—

As passed at last Meeting 1,291.15

Bonus to Secretary—

As passed at last Meeting 175.00

Dividend—

20 % on \$12,000 2,400.00

Directors' Fees 490.00

Auditor's Fee 75.00

Rent 3,120.00

Insurance 30.25

Stationery 164.15

Bad Debts written off 157.83

Less recovered 11.00

Deficit in Cash of late Secretary 2,265.88

Balance 7,998.66

\$22,109.72

By Balance brought forward from last year 6,386.77

Interest 176.01

Transfer Fees 75

Sales and shop returns \$28,776.94

Less cost of stock 5,978.68

22,798.26

\$22,109.72

E. & O. E.

I have compared the above statement with the books and vouchers of the Company and certify the same to be correct.

A. O'D. GOURDIN, Auditor.

ASK for ASAHI JAPANESE BEER—

G. G. G. G.

THE ALLEGED MURDER ON THE "CHINGTU."

TWO ENGINEERS COMMITTED FOR TRIAL.

The charge of having maliciously murdered Lai Heng, a Chinaman, on the s.s. *Chingtu*, preferred again Archibald Kerr (40), engineer, and Charles Pengelly (25), engineer, was further heard at the Water Police Court on Saturday morning August 31st. Mr. Wilshire, S.M., was on the bench, and Mr. J. C. Gannon (instructed by Wallace and Son) appeared for the prosecution, while Mr. Levin conducted the case for the defence.

Henry Arthur Irving said that he was fourth engineer on the vessel. He had been on it for the past seven months, working under Kerr who was always kind to the Chinese. At 9.30 on the morning of the day after leaving Hongkong witness was in the engine-room. If anybody had called out loudly he would have heard it in the engine-room. He had heard no disturbance of any kind that morning. He knew Lai Heng by sight, and he had seen him in the stokehole shortly after 8 o'clock, but not afterwards. As soon as he found Lai Heng missing he told the prosecutor, Cheung Yuen, to endeavor to find him. Witness asked him where he was, and the Chinaman replied "No savee." He had made no report to witness as to having seen any man thrown overboard, nor had any of the other Chinese done so.

In answer to Mr. Gannon, witness said that he had struck the donkeyman because he struck him.

William B. Brown, chief officer, said that on the morning in question he was either in his cabin or on the upper deck. He had heard no unusual noise. If any of the Chinamen had been thrown overboard, they could have made it to him.

Answering Mr. Gannon, witness said he would not be surprised when the vessel returned to Hongkong to learn that the man had never been on the *Chingtu*.

Charles Ravister, steward, who was on the *Chingtu* on her last voyage from Hongkong, said that he had never heard of Kerr or Pengelly ill-treating any of the crew. On July 1 he saw the second engineer at the door of the chief engineer, on whom he was "rousing." The latter then went to the engine-room down and then to the donkey boiler. Kerr had not chased a number of Chinamen with a stick. He was in the company of the chief engineer from 9.30 till 10 o'clock that morning, and during that time the chief engineer did not attack any of the Chinamen or throw anyone overboard, which he could not have done without witness's knowledge.

James Grant, quartermaster, said that he was on duty from 8 till 12 o'clock on the morning of July 1, and he heard no calling out loudly. He had never seen Kerr or Pengelly treating any of the crew badly.

Captain Williams (recalled) said, in reply to a question by the magistrate, that the vessel was at the time in question about 150 miles from Hongkong. There were no vessels of any description in sight, and if anybody went overboard he must certainly have been drowned.

The accused were committed for trial at the Criminal Court to be held on September 22. It was decided that the Chinese witnesses should be detained in Sydney.

BAIL GRANTED.

An application was subsequently made to Mr. Justice Cohen in Chambers for the release of the accused on bail, this being granted, the bail fixed being self in £500 and two sureties of £50 each. The accused were released during the evening.

AN OFFICER'S VERSION OF THE AFFAIR.

One of the officers of the *Chingtu*, in conversation with a representative of *The Sydney Daily Telegraph*, gave the following information:—"The day after we left Hongkong one of the firemen complained that he was not getting coal. An investigation was made, and it was discovered that the coal passer was not at his work. The ship was then searched from end to end, but no trace of the man was found. During the search a Chinaman, referring to the missing man, said: 'Oh, him gone overboard'; him too hot inside, practically meaning that it was so hot in the bunkers, where coal passer was employed, that he had become tired of it, and had jumped overboard."

CHANGES IN THE MOON.

Ever since astronomers were able to examine the moon's surface with powerful telescopes they have been strongly of opinion that our satellite was a dead planet, without life, without water, without air, and without change. Some leading observers are now, however, becoming less certain of this. Professors Pickering and Lowell have, during the last 10 years, been making careful observations of the lunar surface, and have noticed certain changes which lead them to the conclusion that the moon is not yet quite dead. For one thing they think there is evidence that volcanic action is not quite extinct; small craters have disappeared or become filled up, and other new ones have appeared. Certain white streaks and patches, they think, are probably snow, or hoar-frost. Further, in regions ranging 50 or 60 deg. north and south of the lunar equator, they observe many spots or patches, which periodically change their aspects, and the nature of the changes is such as leads Professor Pickering to think that the simplest explanation is to attribute them to vegetation, or something akin to vegetation. Now, there cannot well be either hoar-frost or anything like vegetation without both moisture and air of some kind, and if there is moisture, air, and vegetation, there may be higher forms of life—of some kind—though we cannot, as yet, detect them.

ASK for ASAHI JAPANESE BEER—

G. G. G. G.

TIGER IN THE NEW TERRITORY.

COWS REPORTED KILLED.

A farmer from a village near Chin Wan reported that a couple of days ago he lost three cows which he found dead not many yards from the shed. Thinking it was a game of his neighbours he sat up one night to keep watch, but to his surprise saw a couple of tigers crawling around in search of their prey. In order to get rid of the beef, he sold it at eight cents a catty. Here is a chance for our local sports to take a trip to the place indicated to get rid of the undesirable intruders.

SHANGHAI DIVORCE CASE.

MINISTER'S SON DIVORCED.

From the *Dundee People's Journal* of the 26th July we take the following:—

In the Court of Session on Monday Lord Low heard proof in an action of divorce by Annie Jane Knott or Niven, residing temporarily at 7 Bedford Place, London, now in Shanghai against John Lang Niven, some time residing at 118 Lauriston Place, Edinburgh. Mr. P. J. Purves, solicitor for the pursuer, stated, in answer to Mr. MacLennan, that he was personally acquainted with the pursuer, and had met the defender. Mrs. Niven had urgent business reasons for return to China after that action had been raised, and her evidence had been taken on commission. Witness did not know where the defender was. Mr. Christie, appearing for Mr. J. R. Young, counsel for the defender, stated that the defence had been given up owing to an arrangement embodied in a joint minute in which the pursuer offered to relinquish any claim for aliment at present if the defender consented in the event of divorce being granted to the pursuer having custody of the children. Mr. MacLennan thereafter read the pursuer's evidence, from which it appeared that the pursuer was 32 years of age, and of English parentage. The defender was then a medical student, and the marriage took place in Shanghai. The parties came to Edinburgh and resided in Valleyfield Street prior to taking a house in Dalkeith Road. Her husband resumed his medical studies. Thereafter they resided in various parts of Edinburgh, and in 1896 returned to Shanghai. He was violent in temper, and began to strike her a fortnight after marriage. He was very improvident. In 1897 the defender came to this country to resume his medical studies, leaving the pursuer in Shanghai, where she was carrying on a boarding-house business formerly conducted by the defender's mother. The pursuer came to Edinburgh in 1901, and the parties lived at Viewforth Gardens and in Lauriston Place. In November 1901, on account of a quarrel following upon what the pursuer considered his undue familiarity with the landlady, the pursuer left him and went to London. She founded her action on her husband's improper relations with two women residing in Gilmore Place and Portobello respectively. Evidence was led on the question of jurisdiction from which it appeared that the defender's father, a former Presbyterian minister in Fife, had gone to Shanghai, where he changed his name to Lang, dropping the name of Niven. Witnesses were then examined on the question of the defender's fidelity. It was stated in evidence that the defender stayed alone with a woman whom he represented to be his wife in lodgings in Portobello. The woman was not the pursuer, who was in China. Lord Low gave decree of divorce and the custody of the children to the pursuer.

THE STANDARD LIFE ASSURANCE CO., for which Messrs Dodwell & Co. are the local agents, has issued its seventy-sixth annual report from which it appears that the considerable addition of £358,265 had during the year been made in the aggregate Funds, which now exceed Ten Millions Sterling, and at the same time a gratifying increase is shown in the average return from the Funds, including unproductive Balances, viz. from £3. 19s. 10d. to £4. 1s. 3d. per cent. The report continues:—"The Branch Offices at home and abroad also come under their constant supervision, and popularity with the best classes of the assuring public within the United Kingdom, the directors are satisfied that the business from the Agencies in India, of British Colonies, and other places abroad, in all of which the Company is very favourably known, is on the whole of an equally profitable character, both as regards the Life Assurance business which they contribute, and the outlet for safe and remunerative investment of the funds which in some case they afford. The Company's expenditure is carefully supervised, but the cost of a world-wide business is necessarily larger than that of a Company confining its operations to the United Kingdom, and comparisons of expense ratios between the two classes of Offices are necessarily fallacious."

SHIPS PASSED THE CANAL.

Outward—5th Aug.—*Bormida*, 8th Aug.—*Glenshiel Oceanic*, 12th Aug.—*Flintshire*, 15th Aug.—*Prins Regent*, 16th Aug.—*Silvia*, 19th Aug.—*Inaba Maru*, 20th Aug.—*Sambila*, 22nd Aug.—*Choyang*, 23rd Aug.—*Katoon*, 24th Aug.—*Socotra*, 26th Aug.—*Preussen*, 29th Aug.—*Orono*, 31st Aug.—*Maru*, 1st Sept.—*Adelle*.

Homeward—26th Aug.—*Kawachi Maru*, 28th Aug.—*Sarpedon*, 29th Aug.—*Salazar*, 31st Aug.—*Klatschko*.

Arrivals at Home—1st Aug.—*Sydney*, 3rd Aug.—*Hamar*, 5th Aug.—*Mejune*, 7th Aug.—*Kanagawa Maru*, 8th Aug.—*Meyune*, 10th Aug.—*Benlmond*, 12th Aug.—*Benlmond*, 14th Aug.—*Prins Heinrich*, 15th Aug.—*Formosa*, 19th Aug.—*Ernest Simons*, 20th Aug.—*Sinsburg*, 22nd Aug.—*Tenkai*, 23rd Aug.—*Polphemus*, 26th Aug.—*Merdonthshire*, 28th Aug.—*Shanghai*, 29th Aug.—*Annam*, 31st Aug.—*Sachsen*.

ASK for ASAHI JAPANESE BEER—

G. G. G. G.

Intimations.

DRINK



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Hongkong, 3rd September, 1902.

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NOTICE.

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STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU..... W. Townsend.	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 6th Sept., at Daylight.
IYO MARU*..... S. J. G. Parsons.	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 8th Sept., at 4 P.M.
KIROSIMA MARU..... T. Mural.	MOJI, KOBE and YOKOHAMA.	TUESDAY, 9th Sept., at Noon.
INABA MARU..... W. Bainbridge.	KOBE and YOKOHAMA.	FRIDAY, 12th Sept., at Daylight.
KAGOSHIMA MARU..... K. Kori.	SINGAPORE, COLOMBO and BOMBAY.	FRIDAY, 12th Sept., at Noon.
HAKATA MARU..... F. L. Semmer.	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 20th Sept., at Daylight.
KINSHIU MARU*..... F. L. Pyre.	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 22nd Sept., at 4 P.M.
IDZUMI MARU..... F. W. Horton.	KOBE.	THURSDAY, 23rd Sept., at Noon.
HITACHI MARU..... J. Campbell.	KOBE and YOKOHAMA.	FRIDAY, 26th Sept., at Daylight.
YAWATA MARU..... A. E. Moses.	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 26th Sept., at Noon.

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A. S. MIHARA, Manager.

Hongkong, 30th August 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

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ON MONDAY, the 8th September, 1902, at 1 P.M., the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

Intimations.

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EFFICIENT. DURABLE.

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Hongkong, 30th July, 1902.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 3, 1902.

HONGKONG OBSERVATORY AND
STORM WARNINGS.

The lengthy correspondence published in our columns last evening regarding the vexed question of storm warnings will have furnished material for reflection and criticism, and although the importance of the subject must appeal to every section of the community the solution of an amicable settlement appears further distant than ever it was. In fact, the reopening of the discussion is a striking illustration of pent up feeling long lying dormant awaiting an outlet, and whatever the consensus of opinion may be, much importance and weight attaches to the remarks of the Acting Director of the Observatory. In the first place, a correspondent forwarded a complaint to our morning contemporary alleging that the storm warnings issued by the Sicaewi Observatory at Shanghai were not being received by the authorities at the Kowloon Observatory, and that in the absence of such information vessels leaving Hongkong for Japan last summer had been caught in the August typhoon resulting in the loss of one and the placing in great jeopardy of another. The attention of the Committee of the Hongkong General Chamber of Commerce having been directed to the communication, they took the opportunity of bringing the question to the notice of the Government at the same time expressing strong opinions regarding the action of Dr. Döbereck, the Director of the Hongkong Observatory. In the meantime they inquired of the Director of the Sicaewi Observatory respecting the truth of the assertion that the Kowloon Observatory had refused to receive the Shanghai storm warnings and, having obtained a corroboration of the statement with the remark that the Jesuit Institution at Shanghai had unfortunately been lacking in intercourse with the Hongkong Observatory pointed out to the Government that it was not the first time the Chamber had had to call attention to "a want of co-operation" shown by the Director of the Kowloon Observatory with other similar establishments, and of apparently causeless ill feeling against them. They are strongly of opinion that neither professional jealousy nor disapproval of the methods of other meteorological establishments should be allowed to influence Dr. Döbereck, but that he should be only too glad to avail himself of all information obtainable in order to enable him to issue timely warnings of impending bad weather. At the same time the Committee trusted that the Government would "take steps to secure reciprocal exchange of storm warnings at the Kowloon Observatory not only with Sicaewi Observatory but also endeavour to bring about friendly co-operation with all meteorological establishments throughout the Far East," and pointed out the necessity of the earliest possible issue of storm warnings at this port, and the adoption of a complete code of flag and lantern equal to afford every variety of weather information. The Government brought the whole matter to the knowledge of Mr. F. G. Figg, the acting Director of the Hongkong Observatory, and in his reply he promptly dismissed the remarks of the correspondent in our morning contemporary by pointing out the incorrect and misleading statements made in reference to the two vessels in question. It is needless to comment on this beyond mentioning the allegation of the anonymous writer, and expressing the hope that in future instead of shelving the blame for accidents on to the shoulders of public officials the responsible persons will manfully admit the error of their ways and strive to overcome difficulties which might easily have been foreseen. But the main question with which Mr. Figg was called upon to answer seems one of a peculiarly personal character tending to reflect on the professional capabilities of Dr. Döbereck and himself. He showed that the Observatory is only too glad to avail itself of all the information obtainable for the purpose of its weather service, and had continually sought to obtain, and in fact been largely instrumental in obtaining observations from various sources in order to improve the forecast. Sicaewi, he stated, obtained its typhoon warnings from information furnished by a chain of stations stretching from Japan through the Loochoo Islands to Formosa, and the whole of the information from every one of those stations was also received telegraphically by the Hongkong Observatory. Then follows the main point of the argument, Mr. Figg submitting that, "It is the actual observations that are required by the forecaster, not expressions of opinions by others of the weather conditions likely to prevail." No one can presume to deny the statement, and the Acting Director of our Observatory has just cause for indignation if dictated to by lay members of the community. On the other hand, it is well to bear in mind that in making the assertions, however strong the wording of their letter may have been, the Chamber of Commerce was animated by a desire to forward the usefulness of the Observatory rather than reflect on the professional conduct of its Director, and his able assistant.

During the past ten or twelve years we have been continually reminded of the alleged shortcomings of the Hongkong Observatory, but the fact seems to have been generally overlooked that when it was established in 1883 as an entirely local institution storm warnings were not included in the instructions and on money was voted for the purpose. In the course of the following summer, Dr. Döbereck contrived and started a system of meteorological signals, and during 1890, at the instance of the mercantile community, the Government was induced to take into consideration the necessity for making provision for storm warnings and the result that a cable was laid across the harbour

to transmit intelligence from Vladivostok, Yokohama, Shanghai, Weichow, Foochow, Amoy, Swatow, Amoy (Formosa), Canton, Macao, Hoihow (Hainan), Haiphong, Bolinao and Manila (Luzon). Since then numerous other reporting stations have been added to the list and include such places as Nemuro, Hakodate, Kochi, Kogoshima, Oshima, Naha, Ishigakijima, Taihoku, Taichu, Tainan, Koshun, the Pescadores, Gutzlaff, Sharp Peak, Victoria Peak (Hongkong), Gap Rock, Malate, Bacolod, Iloilo, Cebu and Cape St. James. Besides this the meteorological authorities have had to deal with a tremendous amount of information such as the monthly returns from the numerous reporting stations, copies of the readings made on British men-of-war, and returns from foreign warships. In 1891 the question of local weather signals was again discussed by the Chamber of Commerce it being considered that the present system of typhoon warnings displayed at Kowloon was inefficient and the Committee communicated with Commodore Church in the hope that he might have it in his power to display day and night signals from H.M.S. *Victor Emanuel* indicating the approach of bad weather. While expressing his approval of the suggestion that he should repeat the weather day signals which might be made from the Observatory, the Commodore said he could not undertake to show any night signals from his vessel as she was specially charged with making certain signals at night which, together with typhoon warnings, would lead to confusion. The matter continued to be kept prominently before the public, and the Chamber stuck manfully to the subject until, in 1893, the question was again brought forward, and in a letter addressed to the Chamber by the agents of the principal Steamship Companies it was proposed to approach the Government "with the object of obtaining the appointment of a nautical Committee to be associated with Dr. Döbereck for the purpose of adopting some scheme for the improved system of meteorological reports and weather forecasts, together with the prompt and wide-spread publication of same." To this the Government agreed, and the Committee was appointed but owing to a "misunderstanding" the gentlemen appointed sent in their resignations, and the object for which the Committee was appointed was not attained. From the correspondence in yesterday's paper it is evident that the Government is fully in sympathy with the Observatory in the reopened discussion, although His Excellency finds "that the existing system of issuing weather information is capable of improvement, and has given directions by which it is hoped that the China Coast Meteorological Register issued by the Hongkong Observatory may be more quickly and more widely distributed, and has authorised arrangements by which the remarks that appear at the foot of the Register will, in special cases when the Director of the Observatory considers it useful and desirable, be circulated by Express to shipping firms and others." On the other hand, the Government disapproves of any alteration in the Hongkong system of signalling storms, and especially that of a system of flag signals to convey weather information which latter many must agree, and a glance at the weather forecasts and storm warnings issued by the Observatory will show to what extent the system has been developed. Meteorological signals are now hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port; they do not imply that bad weather is expected. There are the red and black drums, balls and cones and the lanterns used at night indicating the positions of typhoons. Observations made at 10 a.m. and 4 p.m. are exhibited shortly afterwards on notice boards placed at the Eastern Extension, Australasia and China Telegraph Company's offices, at Peddar's Wharf, at the Harbour offices, and at the office of the Kowloon (Kodown) Company, while weather forecasts and storm warnings are exhibited daily about 11 a.m., and also at other hours, day and night whenever necessary while typhoons are raging in the Far East. Expresses are issued and the newspapers of the Colony willingly publish the latest information which may be of interest both in their columns, and in the midday expresses. This seems to be the present position and let us hope that when the system of issuing weather information is improved the matter will rest and the mercantile community be the better for the ventilation of its feelings.

LOCAL AND GENERAL.

THE DELILIOS PUBLIC SCHOOL will reopen on Monday, the 8th inst.

BLACK TULIP BEAT *ESAU*, owners up, in the half-mile race at Happy Valley on Monday.

THE BAND of the 33rd Burma Infantry will play the following programme of music at the Queen's Hotel, to-day Wednesday commencing at 7.30 p.m.

1. March "Belmont" Hawkins.
2. Overture "The Bohemian Girl" Bulfe.
3. Selection "The Women of the Guard" Sullivan.
4. Song "The Golden Hair" Lange.
5. Selection "A Runaway Girl" Monckton.
6. Valse "La Barcarolle" Waldteufel.

A RE-HEARING NOT GRANTED.—Mr. Kemp refused to grant the application of Mr. Ferrers for a re-hearing of the case in which nine firemen of the *Sungking* were convicted, and sent to prison on the 23rd ultimo for deserting the ship on her arrival from Manila on the 19th ultimo.

WALERS FOR THE RACES.—We are informed that about three dozen walers were landed in Hongkong this morning from the s.s. *Chingtu* just home from Australia. They are for the next Hongkong Race meeting and we presume they were selected by Mr. T. F. Hough, the Clerk of the Course, who is in Australia on a holiday and who promised to look out for suitable walers. See *Advt.*

COTTAM & CO. FOR TRESS'S STRAW
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ING GEAR.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon in the Council Chamber. There were present:—His Excellency Major-General Sir W. J. Garraigue, K.C.M.G. (Officer Administering the Government), Hon. Sir H. Spencer Berkeley, K.B. (Attorney General), Hon. F. H. May, O.M.G. (Colonial Secretary), Hon. Dr. F. W. Clark, (Medical Officer of Health), Hon. Commander R. M. Rumsey, R.N. (Harbour Master), Hon. A. M. Thomson, (Colonial Treasurer), Hon. W. Clitham, (Director of Public Works), Hon. C. W. Dickson, Hon. C. S. Sharp, Hon. G. W. F. Playfair, Hon. R. Sheehan, Hon. Dr. Ho Kai, Hon. Wei A. Yuk, and Mr. R. F. Johnson, (Acting Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL.

The Hon. May laid on the table Financial Minutes (Nos. 39 to 50), and moved that they be referred to the Finance Committee.

The Hon. Thomson seconded, and the motion was agreed to.

FINANCE COMMITTEE.

The Hon. May laid on the table the report of the Finance Committee and moved its adoption.

The Hon. Thomson seconded, and the motion was carried.

LAI'D ON THE TABLE.

The Hon. May laid on the table Mr. Osbert Chadwick's report on the sewerage and drainage of Hongkong, a statement showing the action taken to give effect to the recommendations in Mr. Chadwick's report of 10th April last, and an extract from the City of Bombay Improvement Act, 1898.

COLLAPSES.

The Hon. Playfair had given notice of the following questions, which he proceeded to ask in the following order:—

With reference to the recent collapses of newly erected houses in both Hongkong and Kowloon and consequent deplorable loss of life, what steps have the Government taken to fix the responsibility?

Will the Government take steps to license contractors under bond or otherwise?

Will the Government state what the regulations are as to public enquiries being held into accidents such as these?

Will the Government table a return showing the number of houses which have collapsed this year with fatal results and giving the owners' names, the architects' names, the contractors' names, and date of erection?

The Hon. May gave the following replies:—

Before I answer these questions I may state that I have answered them as far as I understood them. In some of them I did not exactly know what information the hon. member desired.

(1) The Police Magistrate is about to hold enquiries into several of the collapses that were attended with loss of life; the Crown Solicitor will appear on behalf of the Crown; (2) The Government does not consider it practicable to license contractors, because it is only in exceptional cases that Chinese contractors possess such training as would justify the issue of licences. Owners of property should be guided by the advice of their architects in selecting a contractor. As a rule they seem to be guided by the lowest tender only; (3) There are no regulations on the subject, but Ordinance 17 of 1888, section 6, provides that in cases of sudden or violent death the magistrate may, if he considers an enquiry to be necessary, enquire into the cause of death either with or without a jury, and make such order with regard thereto as he shall consider necessary; (4) The return is laid on the table. This return, sir, has only just come to hand from the printers, and it has not yet even been revised. The revised copies will be furnished as soon as they are received.

THE INTEGRITY OF A PUBLIC SERVANT.

The Hon. Sharp, pursuant to notice, asked the Hon. May for the following information:—

(1) Whether the attention of the Government has been drawn to the account of the hearing of an assault case before the Police Magistrate on 5th instant; and

(2) Whether the Government proposes to take any action with reference to certain allegations in the evidence given in the said case, which bear upon the question of the integrity of a public servant?

The Hon. May replied as follows:—(1) Yes, it has been drawn; (2) It is not proposed to take any action.

CHAIRS AND CHAIR COOLIES.

The Hon. Sheehan proceeded to ask the following questions of which he had given notice:—

Can the Police not take measures to prevent chair coolies from deserting their chairs when most required on occasions such as the Coronation night for instance?

Are the chair coolies allowed to leave their chairs lying unprotected on the public street? If not, can the Police not take the number of chairs so deserted and have the coolies belonging to such chairs punished by fine or the licensee punished by forfeiture of his license?

If the Police have no power to do this, will the Government not bring in an Ordinance giving the Police such power?

In view of the present great scarcity of chairs, will the Government not license a further large number of chairs either direct or through a contractor and continue to do so until the supply fully equals the demand?

Can the Government not appoint glands for chairs and rickshaws and instruct the Police to prevent the coolies from leaving the stands without sufficient reason?

If not will the Government farm out all the chairs and rickshaws to a contractor who could deposit a sum of money as a guarantee for the good behaviour of the coolies?

The Hon. May replied as follows:—The Police have no legal power to force chair coolies to ply for hire if the coolies prefer not to ply for hire. Chair coolies are not allowed to leave their chairs unprotected in the street. If they do and the chairs are seen by the Police the latter are in the habit of summoning the licensees for obstruction. No limit is placed on the number of licensed chairs in Victoria. The license fee is only \$2 a year and there is nothing to hinder the supply meeting the demand. At the Peak the number of chairs for want of accommodation for the licensees is limited. Additional quarters are being built for more licensees, and additional chairs will be licensed there in due course. Standards are appointed for chairs and rickshaws; see regulations published in the *Government Gazette* of 29th July, 1899.

Coolies are not allowed to wait or ply for hire except at the authorised stands. The Police have, however, no power to require that any particular vehicle or number of vehicles shall stand for hire at any particular stand. The law of demand and supply is expected to effect a solution to that question. The Government does not consider that any good would result from getting a person to guarantee the good behaviour of coolies. There are ample means to ensure good conduct but it is necessary that such members of the public as have cause of complaint should go to the trouble of preferring their complaint before the Magistrate or the Captain Superintendent of Police. The public is however extremely lax in doing so, and the coolies know it and probably trade on the knowledge. It should be observed that an epidemic of dengue has been responsible for the scarcity of chair coolies that has been experienced of late.

Hon. Sheehan:—May I rise to a point of order, sir? The first question said nothing of the plying for hire. I simply asked if the police could not take measures to prevent the coolies from deserting their chairs. The chairs are there, but we cannot find the coolies.

Hon. May:—The hon. member is not in order in discussing the question. If he wishes any further information, or the reconsideration of the question, he can put another question and I will answer him.

Hon. Sheehan:—I know, sir, I am not in order in discussing the question. I was only complaining that I did not get an answer to my question. I think it was an answer to the question. You see your questions were all mixed up, and we thought the best way of answering them was to give the information as we imagined you wanted it, and I think if you look through the answers you will find you have received a reply to the very thing you are asking.

Hon. Sheehan:—May I reply?

H.E.—Yes.

Hon. Sheehan:—To me it is a plain question. Can the police not take measures to prevent chair coolies from deserting their chairs? They leave their chairs all over the streets. We come along and see the chairs, but cannot find the coolies. Can the police not prevent them from leaving their chairs like that?

Hon. May:—I have answered that question. Hon. Sheehan:—Surely the coolies must take their chairs away.

Hon. May:—They are not allowed to leave their chairs unprotected in the streets.

Hon. Sheehan:—They are; that is the question.

H.E.—Go on. Wait a minute.

Hon. Sheehan:—For obstruction?

Hon. May:—No, if they do so they are summoned.

Hon. Sheehan:—They do not do it. The chairs are there, but nobody is summoned.

The question then dropped.

NATURALIZATION.

An Ordinance for the Naturalization of Leung Ngan Pan alias Leung Wai Ching after going through the various stages of reading was passed.

During the Committee stage, the Hon. Sheehan asked if the Attorney-General had considered the advisability of not naturalizing the Chinese mider any but one name.

A discussion ensued and the Hon. Spencer Berkeley agreed to strike out the word *alias* from the Bill and insert "otherwise known as." In future when similar Bills are drawn up the word *alias* would not appear.

THE RECENT COLLAPSES.

The Hon. Dickson gave notice that at the next meeting he would ask the following question, viz:—"Is it a fact that the houses which have recently collapsed were built in accordance with the Building Ordinance enforced in this Colony and so certified by the Director of Public Works?"

HIS EXCELLENCY'S THANKS.

In a very thoughtful and pleasing speech, His Excellency drew attention to the fact that it was the last time to his great regret that he had the honour of presiding at the Council. He would ever look back upon the eight months of his administration with the utmost pleasure and the utmost pride. They had gone through some rather anxious times together. First of all, there was the Water Bill, accompanied as it was by a rather severe outbreak of cholera, and a very anxious time followed during which they all deeply sympathised with the sufferings of the community. Then there was the Coronation with its anxiety almost amounting to despair, its postponement, the renewal of hope, and ultimately its consummation. He proceeded to refer to the number of changes which had occurred in the Council during his term of administration and bore testimony to Mr. May's appointment, which he said was very sound and good (applause). Mr. May was, thoroughly honest and conscientious, a very hard worker, and his heart was bound up in the best interests of the colony (applause). He referred to the new Attorney-General, whose experience he considered would be a lasting benefit to Hongkong (applause), and spoke

of the four new unofficial members every one of whom had shown his desire to represent to the best of his ability the interests of those who elected him. In fact, the Council as he left it was about as good as it was possible to be. If in the near future legislation of rather a drastic character was required in the Colony the Council was sufficiently liberal-minded and honest enough to pass it even though it hit some of the individual interests of some members rather hard. They had been an enlightened and happy body, and he thanked them very much for the indulgence they had shown in his shortcomings, and for the assistance, and friendship they had accorded to him.

The Council adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Hon. May presiding.

The following recommendations by the Officer Administering the Government were considered and adopted, *viz*:—

CHINESE EMIGRATION.

To vote a sum of \$200 to cover, during the current year, the salary of a Clerk for the Registrar General's Department, in connection with the Chinese Emigration (Amendment) Ordinance No. 37 of 1901, for 5 months at the rate of \$40 per mensem.

REGISTRAR GENERAL'S DEPARTMENT.

To vote a sum of \$478.55 in aid of the vote of \$700, "Furniture and incidental Expenses," Registrar General's Department.

SHANGHAI POST OFFICE.

To vote a sum of \$175 in aid of the vote of \$240, "Repairs to Post Office at Shanghai."

TREASURY INCIDENTAL EXPENSES.

To vote a sum of \$300 in aid of the vote of \$600, "Incidental Expenses, Treasury."

THE CIVIL HOSPITAL.

To vote a sum of \$1,239.59 in aid of the vote of \$3,500, "Bedding and Clothing, Government Civil Hospital."

THE BOTANIC GARDENS.

To vote a sum of \$250 in aid of the vote of \$6,500, "Maintenance of Botanic Gardens, &c.," to cover the cost of repairing the damages done by the recent typhoons and rainstorms.

SANITARY DEPARTMENT.

To vote a sum of \$1,700 in aid of the Sanitary Department's Vote "Other Charges," to meet anticipated expenses on the sub-heads "Incidental Expenses," "Sweeping City, Villages, and Hill Districts," and "Electric Lighting of Central Market."

BONUS TO THE FIRE BRIGADE.

To vote a sum of \$500 being grant of a bonus to the members of the Fire Brigade.

LIU KUO TAU P. S. OFFICE.

To vote a sum of \$210 in aid of the cost of the Post Office at Liu Kung Tau, from 1st August to 31st December, 1902.

BACTERIOLOGICAL DEPARTMENT.

To vote a sum of \$8,478.13 to cover the expenses for the current year of the Bacteriological Department.

Abstract.

Personal Emoluments for Dr. Hunter, 17th January to 26th February at half salary, and from 27th February to 31st December, 1902, full salary

\$500 per annum \$4,436.80
Allowance for quarters at \$60 per month from 27th February to 31st December, 1902 604.20
Cost of apparatus, £290 @ 1/8 347.04

Total \$8,478.13

PLAQUE EXPENSES.

To vote a further sum of \$6,000 in aid of the vote of \$10,000 for "Plaque Expenses" under the heading "Miscellaneous Services."

PUBLIC WORKS DEPARTMENT.

To vote a sum of \$550 in aid of the following votes:—
Public Works Department
Other Charges Miscellaneous
1. Moulding plans and charts, &c. \$50.00
2. Incidental Expenses \$50.00
Total \$550.00

Total \$8,478.13

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

China Merchants' Steamer Sunk.

S.S. "KIANGTUNG" ROUNDER

NEAR HONAM.

(From Our Own Correspondent.)

CANTON, 3rd Sept.

3.50 p.m.

The China Merchants' Steam Navigation Company's river steamer

Kiangtung, 588 tons, plying between

Canton and Amoy, struck a rock

below Honam this morning and sank

in shallow water.

(Reuters.)

Mr. Chamberlain's Speech.

LONDON, September 1st.

The *Post* expresses consternation and indignation at Mr. Chamberlain's Birmingham speech, and adds that if his maxim is accepted it means the doom of the Empire.

The *Times* assumes that Mr. Chamberlain meant that it was impossible to keep a quarter of a million men ready for war, but fears that he will be misconstrued as arguing that it is safe to trust to the patriotism of the people to make good the War Office deficiencies, however glaring. This, though it may be pleasant, is a very pernicious doctrine.

ASK FOR ASAHI JAPANESE BEER.

G. Gault.

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ASK FOR ASAHI JAPANESE BEER.

G. Gault.

ASK FOR ASA

THE CHING-TO'S EXOTIC VOYAGE.

STRAMER AT HONGKONG.

The China Navigation Steamship, *Ching-to*, arrived this morning after an incidental round voyage to Sydney via the Torres Straits. She left Hongkong on June 30th and did not sooner than the day after her departure a fireman was found to be missing. On arrival at Sydney, greatly to the surprise of everyone, the chief and second engineers were arrested for murder being accused of throwing the missing fireman overboard. Regarding this accusation both of the accused were granted bail and in fact allowed to leave the country. Mr. A. Kerr, the chief engineer, did so and is still attached to his ship, but Mr. C. Pengelly, the second engineer, preferred to stop in Sydney. The afternoon hearing is to take place on Sept. 22nd and as it was decided that the five Chinese (firemen) witnesses should be detained in Sydney four Europeans were shipped to replace them. It has proved a very good exchange for during the return trip there was no scarcity of a seam, though on the passage out it was a very different tune. On the 16th ult. while the vessel was bound North (Sydney to Hongkong) Captain J. E. Williams, who had been in the employ of the China Navigation Company, fainted for 24 hours, died at sea and was buried at Birmingham Island, south of Townsville, Queensland, on the following day. Captain W. B. Brown, her present commander, reports a fine "water voyage." Shortly after the vessel arrived alongside the Douglas wharf this morning, part of her cargo consisting of 35 walters from Sydney, for the Hongkong race, were landed on to the *Praya*.

SEWERAGE AND DRAINAGE OF HONGKONG.

MR. CHADWICK'S REPORT.

At this afternoon's meeting of the Legislative Council he reports of Mr. Osbert Chadwick on the sewerage and drainage of Hongkong was laid on the table. It is dated the 13th May and in referring to the scope of the report, Mr. Chadwick states that, "Since the publication of a report dated 10th April, 1902, I have made further enquiries concerning the sewerage and drainage of the City of Victoria, which, on the whole, tend to confirm the remarks and observations which I have made in the aforesaid report. In this report I accepted full responsibility for the general system of sewerage. In criticising it I am, therefore, sitting in judgment on my own project. I shall endeavour to be impartial and I hope I shall succeed in being so, for I trust I am not yet so senile as to believe that I attained finality of knowledge twelve years ago, or that my views have not undergone modification, in accordance with increasing experience."

From the report we take the following extracts:—

SEWERAGE.

The scarcity of water, which has prevailed during my visit, renders it most difficult to judge as to the normal condition of the sewers. No sewers could be expected to work well with a consumption of water not exceeding 7 gallons per head per day for all purposes, and in many parts of the town doubtless less. This remark applies with even greater force to the house sewers, which, I am sorry to say, are not so well constructed as they should be.

The prevailing drought is an argument in favour of the Separate System. The only arguments of any weight which have ever been brought forward against the Separate System are:—

(a.) That the sewers are not flushed by the rain-water.

(b.) That covered storm-water drains being required to carry off rain-water, they may as well carry sewage also.

(c.) That the Separate System is not in use in London and many towns in England.

As regards (a.), I beg to point out that no rain of importance has fallen since August last. Since that month had the sewers or drains been dependent on rain for flushing, their condition would now have been deplorable. Sewers, large enough to carry off rain-water, would have only received during all these months the paltry quantity of sewage which now flows, an amount wholly inadequate to flush such large pipes or conduits.

As regards (b.), I would point out that covered storm-water drains should be avoided to the greatest extent possible. They are sure to be at least as great a nuisance as properly constructed sewers. Some must indeed be covered, but covered lengths should be reduced to a minimum. Certainly the condition of the drains whether as they exist or even when re-modelled would not be improved by allowing a mere dribble of sewage to flow through them during the prolonged dry season or even during the intervals between rain-storms. They would merely be not mere-garages of sewage tainted air.

As regards (c.), I merely say that the climate of Hongkong is dissimilar to that of England; that most English sewers were made long ago, and that many towns have adopted the Separate System, at least so far as ancient custom and law permit them to do so.

All observations made, during my visit, tend to belief that nuisances are as often, even more often, traceable to drain gulleys and openings to sewer gulleys or manholes. The drain and sewer gulleys are normally close to each other and the one gets blamed for what is due to the other.

The gradients of the low-level sewers—those below Queen's Road—are indeed somewhat flat, but not so flat that they could not keep them self-free from deposit if there were a copious flow through them, and if road-dusts and other improper substances were excluded from them. Indeed they do actually keep free from sewage-deposit, properly so called.

The levels of the outfalls are lower than I intended to be. I proposed that the centre line of the sewer, at its outlet on the *Praya*, should be a mean sea-level, so that each

sewer would be only filled to one-half its diameter for one-half of the year and during the remaining half there would be a free and unchecked flow of sewage through it, sufficient to remove any deposit which might precipitate, during the times at which the flow was checked by the rise of the tide. * * *

The low-level sewers cannot be said to have had fair play up to the present, and will not until the *Praya* Reclamation is finally completed and consolidated.

I will freely admit that, were I to DESIGN THE SEWERAGE SYSTEM OVER AGAIN, I should make the outfalls more numerous, place them at a higher level and give, if possible, steeper gradients to the low-level sewers. I do not, however, consider that it is necessary to make any alteration at present, certainly not until the *Praya* Reclamation is completed and consolidated. The sewers on the New *Praya* Reclamation will for the most part surely require re-laying, and when the time comes for so doing, the question may be re-opened. By that time, the effect of copious flushing at low-water will have been settled by experiment.

As soon as pipes of the full diameter have been laid, temporarily or otherwise, across the Reclamation, the effect of vigorous flushing should be tried. This experiment should be made on the sewers along Des Voeux and Connaught Roads running from the eastward to the outfall at Queen Victoria Street.

A flushing tank containing say 3,000 gallons should be constructed beneath the Parade Ground near to the urinal now under construction. This should be filled, daily during the dry season, from a well, or from the sea by pumping. In the case of a well, a centrifugal pump driven by an electric motor would probably be the most economical means of pumping. Possibly the electric motor would, in all cases, be the most economical source of power. This flushing tank might indeed be filled with the sewage from the Peak. I am not, however, in favour of flushing sewers with sewage. The tank is apt to be a nuisance, as it requires occasional cleaning, but the system is often resorted to and might, if considered advisable, be tried.

The contents of this tank should be discharged, alternately, down the two low-level sewers, a 12" pipe, leading to each head, being provided. The flush should be discharged at or about low-water. The lowest of the two low-levels during the day should be selected, for one is often much lower than the other.

Flushing cannot be effective until the outfall sewer across the New *Praya* Reclamation are of full diameter and free from obstruction. It may also be necessary to provide a sluice in the diaphragm which is in the outfall manhole, to allow the flush to escape more freely than the actual submerged pipe will permit. When not flushing, this sluice should be closed.

WANT OF SUPERVISION.

I have reason to believe that chains and scrapers are dragged through sewers, probably to their detriment, more often than is necessary. The operation has become a matter of routine perpetuated owing to inadequate supervisory staff. A single European Overseer cannot be expected to inspect all the sewers in the City, and also look after construction work. He cannot possibly supervise all the gangs of coolies, nor can he satisfy himself, by personal inspection, that the sewers of any one district or street are in such condition as to require dragging. Consequently gangs of coolies are told off to drag in a certain district, and they do so, whether this operation is required or not. I have suggested a means, whereby the inside of a sewer may be inspected by the aid of a lamp and mirrors, without going down the manhole. Whether this arrangement will materially mend matters or not the true remedy is more skilled supervision.

PUMPING STATIONS.

It would be most expensive and almost impracticable to conduct all sewage to one pumping station. There must, therefore, be two intercepting sewers, with their respective heads near Murray Road, one flowing eastward and one flowing westward to two pumping stations. The ultimate outfall at which the sewage from the Eastern District should be discharged should be at North Point and that from the Western District in Sulphur Channel facing Green Island. I have already suggested in a Report of 1890 such an arrangement for the Eastern District. The siphon arrangement therein described would be most economical, but an ordinary sewer, flowing partly full, would be most satisfactory though probably considerably more expensive. I am leaving on record a plan and section of the copy at any time it is considered desirable to carry it out.

I have brought forward the question of complete interception mainly because I contemplated the possibility of its having to be adopted in report made in 1890, and arranged the design of sewers in a manner that would permit of its adoption. I look upon the construction of intercepting sewers as a counsel of perfection. I do not recommend even the consideration of this project at the present moment. There are

MANY OTHER COSTLY WORKS.

notably those for the augmentation of the water-supply, that must take precedence of any radical alteration of the sewerage system. I maintain that if matters remain in *status quo*, no danger to the public health is involved.

There may be occasional nuisance, and, undoubtedly, the necessity for periodical cleansing by means of chains and drags is a source of expense. But this is the worst that can result from the defects that I have noted. The said nuisance will not give rise to epidemics of disease and is of little moment, compared with the water famines which occur almost annually necessitating the introduction of the intermittent system.

To be Continued.

THE QUESTION OF FRENCH DESIGNS ON MACAO.

We have received the following letter for publication:—

MACAO, September 2nd.

SIR,—With reference to my article with the above caption, a full translation of which, in English, you had the goodness of publishing in your issue of the 22nd ult., the paper *Parvir* does not hesitate to assert that by the fact of my being the representative of the French Government, I should not be the president of the Municipal Council nor should I hold my appointment on the Executive Council of the local Government, associated with which body my action and my vote may prejudice Portuguese interests. I had hoped that, in making the assertion, the writer would have justified it by cogent arguments, the more so when he had proposed to refute my article by endeavouring to show the danger which the establishment of a French sanatorium at Macao would be constituted in the place. Instead of doing that, the writer limited himself to the bare statement that, in diplomatic affairs, the Powers do not declare the whole truth, and consequently no faith could be placed on the formal promise of the French Government to abide by the laws of this country and to refrain from giving to the sanatorium an official status. I might have passed over in silence the article in the *Parvir* which makes certain allegations without proving any of them. *Gratis asseritur, gratis negatur*. But I prefer not to do so, in that I desire to avail myself of this opportunity to publicly justify my procedure both as a Portuguese citizen and as consular agent and honorary vice-consul for France at Macao. The *Parvir*, with the off-handedness which is its wont in impeaching honest characters, represented me as dangerous to the nation, and judged me capable of disloyalty and treachery. It did not hesitate to pervert the best intentions of the French Government by impudently insisting that no trust should have been placed in the promise of that Government. Therefore, to defend myself and the French Government, I have recourse to the columns of your widely read and enlightened journal and not to the Portuguese press of Hongkong which have given evidence of their reluctance to accept articles contravening their erroneous appreciation of facts. An article contributed by me to the *Patriote* last week was refused publication simply because I proposed to defend the gentleman now at the head of the local administration against the systematic and simultaneous invectives with which both the papers are animated, thus creating a false and erroneous public opinion amongst the Portuguese here resident.

Returning to the immediate purport of this letter, I have to state that I have full consciousness of having been guided by the duties of duty and honesty and so acted satisfactorily to both Governments—the French and my own. In proof of my statement and in just appreciation of the question, I append hereto translation of two official documents. As a Portuguese I cannot endure to see the spirit that seeks to conceal under sophistical reasoning our laws, which are clear and liberal, and the ridiculous and unfounded fear of the French. If they were desirous of gaining hold over Macao, they would not certainly have found in the sanatorium ground for their aggression, above all under conditions which had been agreed upon to establish the same. As vice-consul for France it behoves me to testify to the procedure of the French as always correct and loyal to the Portuguese Government and to dispel the fear of any sinister designs, or treachery, unjustly attributed to the government of the noble and sympathetic Republic.

I would further remark, for the information of the *Parvir*, that when the question of the expropriation of the Boa Vista Hotel was discussed by the Governor's Council, I said that in the same way as I had to recognise and affirm the right which any French subject possesses of acquiring leasehold property at Macao, so also could I not deny the right which the Government had of decreeing any resumption which seemed urgent and which public interests demanded, the more so when the Governor declared and affirmed that the expropriation was to convert the hotel into a hotel-sanatorium in which would be received the convalescents of any nation, when Frenchmen and their families principally could avail themselves of the use of the institution.

Self praise apart, I would now add that at the farewell dinner given in honour of Governor Conselheiro Moraes e Costa at the hotel-sanatorium of Boa Vista as it was called, His Excellency, in proposing a toast to me as the president of the Senate, gave expression of the highest praise to the loyalty and correct mode of procedure that had been brought to bear on this question and to the felicitous conduct of the matter whereby I avoided the conflict of interests in the discharge of my various duties. I do not state this in self-praise, but as His Excellency declared it in presence of a large assembly consisting of the *Illustres* of Macao, I thought I might quote his speech in my defence to show that the allegation against me towards the nation lacks the foundation of fact.—Yours faithfully,

A. BASTO.

(Translation of Enclosure No. 1.)
Governor, Macao, to Consular Agent for France, Macao.

Government of Macao.
No. 1,013.

SIR,—In reply to your despatch of yesterday, I hasten to inform you that the local authorities of Macao cannot by any means place difficulties in the way of any subject of whatever foreign nation from acquiring immovable property in this colony. This right is secured by our civil laws which always have been and will be respected in Portuguese territories.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

I believe, however, to be my duty to inform you that, by Proclamation No. 94 of this date and with the unanimous vote of the Governor's Council, it was determined that the hotel in question be expropriated for urgent and public purposes, and that it is meant to supply a want that has long been felt in this colony, that is, of establishing an hotel-sanatorium, which will be maintained by the Santa Casa da Misericordia and which will be open to the convalescents of any country who may wish to avail themselves of the good climatic conditions of this Colony, and which will meet all the requirements demanded in an establishment of this class.

It is now some time since the Government of Macao has had under consideration the founding of this institution which seemed of much convenience since various foreign governments have manifested the desire, with the object above mentioned, of sending to Macao convalescents of their respective countries. Such a scheme had also been thought of by various organisations at Macao, and the Provador of the Santa Casa da Misericordia more than once already approached the present proprietor of the Hotel with a view to negotiate for its purchase. The Government cannot therefore put aside the idea of the scheme whose realisation it was considering so that the interests of all concerned may be conciliated. Your despatch, however, hastened the decision, since I believe that it will be a breach of good faith with the intending purchaser mentioned in your despatch under reply, if I were to agree to his purchasing of the building and immediately after the Government has to expropriate it in the exercise of its right and in conformity with Portuguese laws, thus possibly creating inconveniences and losses which I desire only to avoid.

The scheme having been settled upon I trust that soon I may have the pleasure of informing you that this city is in possession of a building suited to the treatment of convalescents, which can be availed of by the subjects of the country which you so worthily represent in this Colony.—I have, &c.

(Sd.) Jose M. de S. Horta e Costa, Governor.

To Antonio J. Basto, Esq.,
Consular Agent for France at Macao.
Government House,
Macao, 12th November, 1901.

(Translation of Enclosure No. 2.)
Vice-Consul for France, Macao, to Governor, Macao.

Macao, 14th November, 1901.

SIR,—I have the honour to acknowledge the receipt of your despatch of the 12th inst. in which, in reply to mine of the previous day, you inform me that foreigners can acquire immovable property at Macao, according to civil laws, and at the same time you state the reasons which urged the expropriation, on that date, of the Boa Vista Hotel to serve as an hotel-sanatorium which will be open to convalescents of all nations. Your Excellency added, in conclusion, that you hoped that soon you might have the pleasure of informing me that this city is in possession of a building suitable to the treatment of convalescents, and of which French subjects can avail themselves. While thanking Your Excellency for the promptness of your reply, permit me to state the following: Your Excellency is aware that the Government of the French Republic, for the retention of her colonial dominions in the vast region of Indo-China, finds itself bound to maintain a large number of civil and military officials, many of whom suffer in consequence of the enervating influence of the climate, rendering it necessary for them to recuperate in a salubrious place, which up to now has been Japan where the Republic has a sanatorium of its own. But now that the capital of Indo-China is to be changed to Hanoi, near Macao, it is very desirable that the convalescents should, with saving of time and money, come to this city to recuperate their impaired health, this being the reason why M. Hardouin, consul for France at Canton, duly authorized, treated in private with your Excellency concerning the establishment of a sanatorium at Macao.

The Government in Lisbon, however, thought that no foreign Government should be empowered to possess leasehold estate at Macao, and M. Doumer, resigning himself to this decision, sought a solution of the matter, that should not contravene that decision nor prejudice the rights of any party. The solution of the problem seemed to him to be the acquisition of a property in the name of a private individual, without any official status, to which its owner could receive, as his guests, some convalescent fellow-countrymen. The purport of my despatch of the 11th inst. was for such an acquisition and not to contravene the laws of the country. And Your Excellency so far recognised the necessity of a sanatorium for foreigners that you thought that you should expropriate for that purpose the Boa Vista Hotel, and you had the goodness of informing me that in it would be received French convalescents. But I much fear that this building (Note.—The Boa Vista Hotel has only 16 or 18 rooms.) intended for convalescents and their families of every nation, has not sufficient accommodation for French subjects; and for this reason I beg to inform Your Excellency that Dr. Thoulon has in view to acquire in his own name a house at Macao, where he will receive a few convalescent Frenchmen observing, for this purpose, all the laws in force in this colony. To prove that in this there is no occult intention nor the faintest idea of offending against the territorial sovereignty (of Portugal) Your Excellency can direct that the house of Dr. Thoulon be under the control of the principal medical officer of Macao or of any other medical officer who may be appointed resident surgeon.

If Your Excellency deem it expedient or necessary, I trust you will, submit the scheme, above mentioned to the Government in Lisbon, soliciting the approval thereof by telegraph, seeing that it is the wish of the Governor-General of Indo-China to act always with fidelity towards a friendly nation and not to ever depart from the rules of (international) courtesy and from the laws which guide us.—I have, &c.

(Sd.) Antonio Joaquim Basto, Honorary Vice-Consul for France.
His Excellency Jose M. de Souza Horta e Costa, Governor of Macao, etc., etc., etc.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

FILTHY RICKSHAS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Could you please insert this complaint regarding the filthy condition of some of the public rickshas of Hongkong, in the hope that the authorities may look into the matter and remedy such a disgrace to the Colony? In many instances it is impossible for one to take a ride in them without getting his clothes covered with dirt, and we think the least that can be done is to make the coolies provide covers for the cushions similar to most of the other places in the East where rickshas are employed. The present state of affairs is a shame and a disgrace to the Colony, and the sooner it is remedied the better for all concerned.

Yours, etc.,
JAMES B. TRENT,
W. H. ATTISON,
F. WILBER,
J. LYNCH.

Hongkong, September 3rd, 1902.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow afternoon when the business to be transacted is as follows:—

ORDERS OF THE DAY.
Report concerning the cessation of the outbreak of cholera in Amoy.

Agenda.—1. Correspondence relative to the erection of balconies over Crown Land adjoining Marine Lot No. 225.
2. Reports of the Analyses of the Public Water supplies.
3. Lime-washing Return for the fortnight ending August 30th, 1902.
4. Mortality statistics for the weeks ending August 9th, 16th and 23rd, 1902.
5. Application for exemption from the provision of yard for houses on Inland Lots 249 and 1240.

THE ARMY.

The overdue transport *Uganda* from Taku has been anchored up the coast in shelter from a typhoon, and is expected to-morrow.

The first battalion of the wood Foresters (Derbyshire Regiment) relieve the Royal Welch Fusiliers at Hongkong, in October. Those men in the Royal Welch Fusiliers who have a year and longer to serve will be sent to India, but others, who have nearly completed their term of service, are to be retained at Hongkong till arrangements are made for sending them home.

SHIPPING AND MAIL NEWS.

MAILED DUE TO-MORROW.
German (*Prinz Regent Luipold*) 5th inst.
French (*Oceanic*) 7th inst.
Canadian (*Empress of Japan*) 9th inst.
American (*America*) 13th inst.
American (*Korea*) 23rd inst.
Canadian (*Empress of China*) 30th inst.

To-day's Advertisement.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI.
THE Company's Steamship
"TIROL"
Captain Bretfeld, will leave for the above places on WEDNESDAY, the 10th instant, A.M. This steamer has capital accommodation for passengers, electric light and carries a doctor. For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Prinze's Building.
Hongkong, 3rd September, 1902. [925d]

THE Company's Steamship

THE Company's Steamship
"ZAFIRO"
Captain A. Fraser, will be despatched as above on FRIDAY, the 12th instant, at 4 P.M. Highest Class Passenger Steamers, High Powered, Newest and Most up to date on the run. All Accommodation Ample. Electric Light and all other Modern Improvements. A Surgeon is carried. For Freight or Passage apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 3rd September, 1902. [925d]

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To-day's Advertisements.

HONGKONG JOCKEY CLUB.

MEMBERS of the HONGKONG JOCKEY CLUB are informed that the 35 Water Griffs, arrived per s.s. *Ching-to*, will be drawn for at the Grand Stand, Happy Valley, on FRIDAY next, the 5th instant, at 5 P.M.
A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 3rd September, 1902. [921d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY, the 6th September, 1902,
at 2.30 P.M.,
at their
Sales Rooms, 20 Des Voeux Road,
One hundred pairs ENGLISH and AMERICAN BROW and BLACK BOOTS and SHOE and SUNDRIES.
TERMS—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd September, 1902. [922d]

TO LET.

Nº. 8, BELLIOS TERRACE, End House in Front Terrace, Unfurnished, with Immediate Possession.
Apply by Letter to
W. J. TUTCHER,
Botanical and Afforestation Department.
Hongkong, 3rd September, 1902. [923d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the above Port on FRIDAY, the 5th instant, at Noon.
For Freight or Passage apply to
DOUGLAS LAIRRAIK & CO., General Managers.
Hongkong, 3rd September, 1902. [924d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING,"
Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the 7th instant, at Daylight.
For Freight or Passage apply to
DOUGLAS LAIRRAIK & CO., General Managers.
Hongkong, 3rd September, 1902. [925d]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once at Consignees' risk and expense.
Cargo remaining on board after the 6th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON & CO., LIMITED, Agents.
Hongkong, 3rd September, 1902. [927d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"ZAFIRO,"
Captain A. Fraser, will be despatched as above on FRIDAY, the 12th instant, at 4 P.M. Highest Class Passenger Steamers, High Powered, Newest and Most up to date on the run. All Accommodation Ample. Electric Light and all other Modern Improvements. A Surgeon is carried. For Freight or Passage apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 3rd September, 1902. [928d]

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Fancy Drapery Dept.

Hosiery, Gloves.
Ribbons, Laces.
Dress Materials.
Linen, Longcloths.
Drills, Hollands.
Flannels, Flannelettes.
Feathers, Flowers.
Cliffons, Nets.
Umbrellas, Rain Coats.
Fancy Work, Wools.
Boots and Shoes, &c.

Gentlemen's Dept

Shirts, Collars.
Hosiery, Gloves.
Hats, Ties.
Umbrellas, Rain Coats.
Boots and Shoes.

WILLIAM POWELL, LTD.,

**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG.**

**General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.**

General Furnishing.

Carpets.
Linolesums.
Tapestries and Repps.
Art Serges.
Household Linens.
Down Quilts.
Blankets.
Bedding.
Bedsteads.
Ranges and Cooking Stoves.
China and Glass.
Bags and Trunks.
Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

LADIES DRAPERY AND FANCY DEPARTMENTS.**JUST RECEIVED**

A NEW STOCK OF CHIFFON AND NET RUFFLES IN THE LATEST SHAPES.

LACE TIES AND COLLARS IN GREAT VARIETY.

CHIFFON TIES IN ALL COLOURS.

FRESH ASSORTMENT OF LACES AND INSERTIONS.

CHOICE SELECTION OF FLOWERS FOR MILLINERY AND DECORATING PURPOSES.

"PING PONG" COLLARS

"PING PONG" SETS, all prices - - - \$1 to \$15.

PARISIAN AND ENGLISH MILLINERY ALWAYS IN STOCK.

FURNISHING AND IRONMONGERY DEPARTMENTS.

NEW LACE CURTAINS, ALL PRICES.

NEW CRETONNES, REPPS AND SERGES. NEW CARPETS, SQUARES, AND RUGS.

NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.

COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,

FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR

GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 10 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

July 16th.

R. G. HECKFORD,
MANAGER.